

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: azoth@netcom.com (Az0th)
Subject: (fwd) Hammarlund PRO-310 help?
Message-ID: <199602012206.RAA11638@netcom6.netcom.com>

Hiyall,

I've been asked to forward this query to the List, in hopes that somebody out there has faced and solved the same dilemma. jgs isn't on the list, but can be directly addressed at jgs@mars.superlink.net, and the solution is probably of some general interest.

---- included message follows

Hello radio folks, a question from my father who doesn't have net access. And yes, I've checked the FAQs first, and he's talked to the companies listed there, with no luck. He and a Signal Corps buddy are restoring a PRO-310, and have run into a problem.

Is there such an animal as a true shop manual for the Hammarlund PRO-310? One that discusses/shows every reasonable repair technique?

If someone has the experience with this model, their current question is "Is there a way to replace the dial cord without disassembling *everything* inside the case first (back to front)"?

Really looking for the specific knowledge on the above, pointers to a real shop manual might help. There's a "manual" that only discusses adjusting the cord, and that technique will not help in replacing it.

Can anyone help?

Cheers es 73
de KF4FJH - RF Buchanan

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Terry Neal <tmneal@netcom.com>
Subject: Re: (fwd) Hammarlund PRO-310 help?
Message-ID: <2.2.16.19960201171449.378f55a4@netcom.com>

At 04:08 PM 2/1/96 -0600, you wrote:
>Hiyall, Dialcord problem on pro-310.

I have a pro-310 and have had that very same problem- and a few more. The main problem is not the dial cords but the rubber washer (flat O ring) that the dialcord rides on. This washer rots away and becomes unusable. I tried replacing both this washer and the dialcord with a conventional black rubber O-ring. That works for one of the two dial cords but not the other due to very sharp turns. What I finally did with great success was to chuck the rubber washer and coat the flywheel with a liberal portion of Dow Corning 3140 RTV. This gives the necessary friction any dialcord you use to function with no problem. My dial cords were not broken so I put them rite back on.

Wait till he gets into repairing the black lash mechanism of the main tuning capacitor- I did that too.

hope this helps

cul Terry AA6TN

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: aa4rm%amos.UUCP@mathcs.emory.edu (Marty)
Subject: Re: (fwd) Hammarlund PRO-310 help?
Message-ID: <9602021438.AA14836@amos.YP.mystnite>

Deah RFB...

I've a Pro310 that had, egad, both pointer/lead-screw-followers rusted up. Weller gun heat & wd40 freed 'em... but what a scare.

Mine needs new drive belts for both main tuning & bandspread. If you've any luck with dissassembly instr.s or the belt source, please write me.

Oh yes, mine developed a bad audio xfrmr with use.

Beautiful styling on that rx. It'd look perfect in the club car of the San Francisco Zephyr! Ad they work OK too.

A special note is Pro310s have 1 rf stage & use a 2-rf-stage sp600 turret. Hammurlund just used the 2nd turret deck for a double tuned front end - cute, huh?

Best,

Marty

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Michael.J.Knudsen@att.com
Subject: Re: (fwd) Hammarlund PRO-310 help?
Message-ID: <9602022104.AA11266@bock.ih.att.com>

Very classy radio. Using one of the two RF sections of the SP600 turret (hopefully the first) as a passive tuned link stage was a great idea, and would have prevented the cross-mod I get on the lowest band of the SP600.

I had no idea there was an SP600 turret in there! They must have mounted it transversely or sideways. Not much room left for the tubes :-)

Yes, great styling. Doesn't look a bit like a Hammarlund, but it is neat.

Say, how do those two dials work? In my limited experience twiddling ones' knobs, it seemed like it wasn't as simple as main tuning and bandspread. Or was it? With the one or two BS scales appropriate to the selected main scale being automatically rotated into view? I want one... 73, mike k w9nrd/ae

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: "Howard R. Weeks" <weeksh@csranet.com>
Subject: 200 cyle signal on HQ-145 B Plus
Message-ID: <199602012137.QAA19050@csranet.com>

I would be suspicious of the filters or rectifier tube. I have seen rectifier problems cause a pretty serious 120 cycle signal on the DC. Have also seen bad or corroded ground connections on power supply cause same problem. Check the rectifier tube.

---Howard Weeks
weeksh@csranet.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: "Randy Zelick" <RANDY@sbii.sb2.pdx.edu>
Subject: 28 V power
Message-ID: <4CEDAF5258@sbii.sb2.pdx.edu>

Hi gang,

Noticing the thread on 28 V power sources, I can't help mention an article in the issue of Mobile Radio Technology which arrived on my doorstep yesterday. On page 18 is an article entitled "Designing for power: Using switchmode supplies" by David Ludvigson. The article

describes a several-amp 28 volt supply for a radio which runs on 12V and uses just a handful of parts and a relatively new switching supply controller I.C. It looks like a nice design and can be adapted to other voltages. I even wondered whether it could be made to supply enough voltage to run portable tube equipment. Surely putting several circuits in series would do the trick.

If anyone is really interested in a copy of the article, a SASE will do the trick.

Later,

=Randy=
Randy Zelick
Dept. Biology
Portland State University
P.O. Box 751
Portland, OR 97207
503-725-3086 (voice), 503-725-3864 (fax)

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Kim Herron <kherron@voyager.net>
Subject: 6DQ6's for Sale
Message-ID: <199602021525.KAA29686@vixa.voyager.net>

Hi Gang,

All the 6DQ6's are gone [and more besides]. If you haven't heard back from me be patient, as I've had problems with a customer that has kept me REAL busy. I will get back to you, I promise.

Thanks for the bandwidth

KIM

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: cfb@novum.com
Subject: RE: A New Boatanchor Magazine?
Message-ID: <Chameleon.960201195551.cfb@>

On Thu, 1 Feb 1996 12:37:41 -0600 (CST) Michael Burke wrote:
>Hey gang, check out the latest (Feb 96) issue of 'Antique Radio Classified'.

>It's got a Heathkit "Mohawk" on the cover, a review of Chuck Penson's book,
>'Heathkit: A Guide to Amateur Radio Products', and an article by Wayne
>Childress titled 'Communications Collecting - The New Wave' with lots of
>pictures of National gear. The magazine folks can be reached at
>
> ARCMagazine@aol.com and 508-371-0512.

For those of you surfing the Web, ARC's URL is
<http://www.antiqueradio.com/toc.html>

Charles F. Bacon
cfb@novum.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: List Admin/Owner BoatAnchor Mail List <listtown@jackatak.theporch.com>
Subject: Administrivia: BA.Wanted updated 02/01/96
Message-ID: <9602021143.aa26537@jackatak.theporch.com>

Gang-

The latest edition of hte Wanted file is available for email retrieval
or ftp on theporch

send an email to

listproc@theporch.com

and in the body, type:

get boatanchors ba.wanted

PLEASE READ THESE INSTRUCTIONS AND DO *NOT* SEND YOUR REQUEST TO THE
LIST!!!

--

73

Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)

- - - BoatAnchor Mailing List Archiver/Owner - - -

listtown@jackatak.theporch.com ---- firebotl@jackatak.theporch.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: "Allan Fritsche" <fritsche@msn.com>
Subject: Alignment problem for 50.75KC I.F.s
Message-ID: <UPMAIL03.199602010122400038@msn.com>

Gang, on 1/25 I posted a question to the group about having need for a signal source for 50.75 KC's to do alignment on those stages of the IFs in a SX-101 that required that signal. I have an Old IG-102 sig Gen from Heath which I built many years ago but the lower limit is a little under 100KC.
SO

JIm Lockwood, replied first with the idea of using the BFO oscillator as the source, Thanks JIM

Larry Steeno also replied later with the same solution.Thanks Larry
NEXT

Hank van Cleef sent a very good response to all about using a scope to do the chore. Now my solution, as usual hit or miss.

I looked at the schematic for the IG-102 and saw that it was basically a Hartley type oscillator with the coil (inductance unknown, in parallel with a 365 pf broadcast tuning condensor, plus the usual swamping capacitance. I said to myself. In its original version, the lowest band goes from 100 to 320KC. I said to myself, probably needs more inductance, so I screwed in a second core on top of the existing one. Frequency went down to about 89 KC. I said to myself, AHA needs more inductance.
Well not having any Brass cores around in the shop, I again said to myself, OK Ive got the inductance lower now let me try some paralling of the 365 PF main Cap with various values.
I tryed 100PF, 470 and a bunch more,with very little change from th 89KC, I was about to say the Heck with it and I spotted a Silver Mica in the junk box, with a value 1100PF. I put that in parallel with the 365 and "BOOM" my Freq Counter registerd 50 KC at mid scale on the lower band. I said to myself no way and drug out the scope and sure enough I read right on on the 2 USEC scale as Henry's method stated with a beautiful symetrical signal.
The cap is just tach soldered in for the alignment. (which I haven't done yet because of the weather)

Just to let everyone know that with a little experimentation we can figure out a way to accomplish a task. Now I know 3 ways.

Thanks to All
fritsche@msn.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: "ROBERT W DOWNS, WA5CAB" <103012.2130@compuserve.com>
Subject: AN/USM-341 DMM MANUAL
Message-ID: <960202052603_103012.2130_GHU27-1@CompuServe.COM>

Group,

Does anyone have an extra manual, or just the number for the manual for Digital Multimeter AN/USM-341?

73, Robert W. Downs, WA5CAB
103012.2130@compuserve.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: Axman surplus dynamotors & Gieger counters
Message-ID: <Pine.ULT.3.91.960201201538.22645E-100000@admin.aurora.edu>

On Thu, 1 Feb 1996, William Hawkins wrote:

>

> Also, they have 6 of the AN/PDR-63 NIB Geiger counters available
> for \$65 plus tax, each.

>

Last year when our science dept cleaned out some "junk" I found a "mint" geiger counter, which jumped in my car. It is a CDV-710 made by EL-TRONICS. I guess you could call it a BA receiver :-) It has a hearing-aid type tetrode for the meter amp and requires 5 22.5V batteries plus "D" cell. Going to have to fire it up on the bench supply one of these days and see how bad the radon is in my shack!

E-mail broehrig@admin.aurora.edu

73 de Bob, K9EUI

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: gcouger@master.ceat.okstate.edu
Subject: BC 659 K jeep radio Attention Purist
Message-ID: <199602020147.TAA14694@uro.theporch.com>

I thought I would let some of you guys that think that radios should be collected to put your money where your mouth is.

This radio is in very good condition. the canvas and leather are extreemly good and other than umteen years of dust very clean. The paper behind the switches is slight swollen and slightly curled. The glass over the dial has a crack in one side of what appears to be safty glass. There is no power supply or battery box with it. The power cable is still attached.

The best offer over \$20 & shipping by noon CST Tuesday get it.

Gordon
AB5DG

Gordon Couger
Biosystems & Agricultural Engineering. 114 AG Hall Stillwater, OK 74075
gcouger@master.ceat.okstate.edu 405 744 8392 day 625-2855 evenings

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: "Rich Fowler" <rfowler@cris.com>
Subject: BC-348 - 0
Message-ID: <199602020110.UAA10881@franklin-fddi.cris.com>

I recently acquired a BC-348 0 without a case. It was manufactured by RCA. I am in need of a case or would consider a "parts" BC-348. Is there a list of resources (CQ, QST, etc) available for this unit?

Thanks,

Rich - K8MEG

The Spirit himself testifies with our spirit that we are God's children.
Roman 8:16 (NIV)

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Steve Ellington <n4lq@iglou.com>
Subject: BC-348 Gears
Message-ID: <Pine.SOL.3.91.960201225135.19486A-100000@iglou>

Thanks to all the "Gear Heads" who gave such good advice. A shot of WD-40 on the slip gears, 45 minutes of eating the xyl's cooking and some gentle prodding with two screwdrivers freed them up. Now there is no backlash in this 348.

But the xtal has me whipped. I cleaned, cleaned, cleaned and even sanded the xtal. I even sanded down the plastic spacer to insure the holder made contact with the xtal. Still nothing :(Guess I'll call Peterson xtal tomorrow and order a new, non original little shinney metal one with flimbsey wire leads. Perhaps if I paint it OD no one will notice. SK

Steve Ellington N4LQ@IGLOU.COM Louisville, Ky

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: "Howard R. Weeks" <weeksh@csranet.com>
Subject: Re: BC-348 Split Gears
Message-ID: <199602021842.NAA08149@csranet.com>

Many of the split gears are made of steel. If these split gears are working against a brass gear, it is possible to get too much tension on the split gears and ruin the brass gear in a relatively short time. I have changed many bad brass gears on 390s over the years that were stripped for that reason. A clean, or non-binding gear system, shouldn't require much torque to stop the backlash.

I set them by bringing the two split gears together until the compression spring just begins to compress - then I add one or two more teeth of compression and leave it at that. Some procedures that I have seen call for about 4 to 5 teeth of compression. I have worked on some 390s that had more than that.

---Howard Weeks
weeksh@csranet.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Jay Coward <jayc@hpmsd2.sj.hp.com>
Subject: Re: BC-348-C,-S
Message-ID: <9602021855.AA01560@hpmsd2.sj.hp.com>

*>
*> Greetings Ken
*> Thanks for your informative post on the BC-224/348 lineage.
*> To fill in the ? for the -348-C I can verify BBB for the tube line-up.
*> I have -348-C S/N 334 order number 1780-NY-41 that was modified to a
*> -S S/N 315 order number 8980-WF-43 by Belmont.
*> When I bought it from the tech school I attended in '76 for 20 bucks
*> it was missing the case, dynamotor, shock mount, connector, and dial
*> light knob and pot.No extra holes either.Over the years I've found
*> the missing parts except for the dynamotor.I built a small P.S. to fit
*> the d.m. space.This Rx is now my most used and Favorite,even above
*> my R-390A!(not saying it's better,just more appealling).
*> I've also got a -348-Q completely stock and have had others as well
*> but the -C/-S seems to outperform all the others.Virtually no back-lash
*> and no molded cap. failures.
*> Your information is appreciatd and should be in the BA archive!
*> Thanks and 73 Jay KE6PPF

*> --

*>

*>

*> /_ _ HEWLETT John Jay Coward 39201 Cherry Street MS NK10

*> / / _/ PACKARD jayc@hpmsd2.sj.hp.com Newark, California 94560
*> / Communications Components Division 510-505-5614 Fax 510-505-5560
*> -----
*>
*> "I haven't heard anything like that since the orphanage burned down."
*> - Mark Twain on an opera performance
*> -----
*>

--

/_ _ HEWLETT John Jay Coward 39201 Cherry Street MS NK10
/ / _/ PACKARD jayc@hpmsd2.sj.hp.com Newark, California 94560
/ Communications Components Division 510-505-5614 Fax 510-505-5560

"I haven't heard anything like that since the orphanage burned down."
- Mark Twain on an opera performance

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: BC348 gears
Message-ID: <199602020428.WAA06620@zoom.bga.com>

As Steve Ellington said

>
> I have considerable slop (backlash) in the tuning on the 348. Looking at
> the drive gears, I noticed two small springs in slots. I have the
> impression that there are two gears swnadwiched together and the springs
> must act in a way to eliminate the slop. However the gears appear to be
> stuck together. Removing this mess and trying to clean them would be next
> to impossible due to all the pins, gears and widgets.

>
> Am I on the right track here? How can I de-slop this thing? Recent post
> on usenet indicates that WD-40 cures everything from stuck gears to
> arthritis and maybe even baldness.

>
If you want to clean the thing as an assembly, I recommend removing the whole mechanism and soaking it in diesel fuel for a day. At a dollar a gallon, it's a lot cheaper than WD-40, and just as effective. Also, does not leave a residue when it evaporates. although that takes a while. Lubricate the thing with 30-weight (not 10W-30) motor oil when done.

Taking these assemblies apart is a real labor of love, although I often do it. Use something like a roasting pan to catch any ball bearing balls etc. that drop out, and make lots of notes about what goes where. If you do disassemble it, then you can clean it up in detail and make sure all those double gears slide. Proper tension on each of them is the very first point at which the two gears line up. I use a small screwdriver stuck into the gear teeth to hold the gear in position for meshing. You'll find that there is an order for installing the gears where you only have to work one double-gear set to mesh the gear properly. For sticking ball bearing balls in position, use automotive wheel bearing grease.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: "Howard R. Weeks" <weeksh@csranet.com>
Subject: Broken Ceramic Switch Wafers
Message-ID: <199602021842.NAA08152@csranet.com>

I have been into a lot of Boatanchors during the last 40 or so years and can't ever remember seeing a broken ceramic or phenolic wafer switch that didn't have some outside help. In some cases, it was misaligned in some way - but in most cases, it was hit by something. I have accidentally broken several myself when removing the chassis from the case. The switch caught on the bottom lip of the case front or in another case, I layed the radio down on the bench - but failed to move a screwdriver which got the switch. Makes me want to cut my own throat!

---Howard Weeks
weeksh@csranet.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Bill Meara <w.meara@server1.codetel.net.do>
Subject: Broken Ceramic Wafer Switches
Message-ID: <9602022250.AA02284@server1.codetel.net.do>

I managed to shatter one of the wafers on one of my HT-37's switches. As I recall it was one of the wafers with the largest numbers of wires leading to it! This led to a very intereting scavenger hunt here in the Dominican Republic. Believe it or not I found a junker (in the shack of Pericles,

HI8P) and extracted the needed wafer. Getting it back in the rig was real project! When I broke the wafer, I excused myself by claiming that it had grown brittle with age, but I'm not sure if this was true... or just an excuse to save face. My sympathies to all wafer breakers out there! 73
Bill N2CQR/HI8 74537.1100@compuserve.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: broken ceramic wafers
Message-ID: <199602020418.WAA05454@zoom.bga.com>

I've seen some interesting theories here on why the wafers broke. Unfortunately, they don't "ring out" in this instance.

So far as freeze damage goes, these wafers all have radial cracks running from the center to the outer edge. There are no signs of spalling or other things that would be typical of a freeze crack.

The idea that they could have been damaged by knob end play is interesting. But the actuator mechanism has a snap ring at the front, which presents travel to the back, and bottoms out against the spring with about .005 inch pulling the shaft forward. Also, the wafers are not fastened to the shaft, but actuated by a squared-off shaft that is free to slide forward and backward in the wafer center pieces----and none of these were damaged. The damage I see is consistent with hitting each wafer with something, putting a sideways stress on it.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: David Stinson <72227.1640@compuserve.com>
Subject: Command Set Swap
Message-ID: <960202223731_72227.1640_EHM94-1@CompuServe.COM>

Bill Sorsby wrote:

>I'll be quite happy to swap the unmodified command sets for modified ones,
>so long as they're usable as VFO's and would look cosmetically FB
Since we're getting into the details now, we'll take this to private email. I'm glad to have the chance to work with you on this and anyone who can help should write to either of us.

73 Dave AB5S/7

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: Dynamotors/Motor-Generator
Message-ID: <199602012020.0AA09118@zoom.bga.com>

As mack@mails.imed.com said

>
> Recently someone made some mention of the Navy(?) being fond of
> motor/generators rather than dynamotors. I always thought they were
> the same thing. What is the difference?

>
A motor-generator has two components, connected by a shaft. The motor is completely separate from the generator.

A dynamotor uses a single component. It has both motor and generator windings on the same armature, and two commutators, one for the motor and one for the generator windings. The field circuit and the magnetic loops are common to both sets of windings. They are smaller (one frame instead of two) and lighter, but there are a bunch of tricks to designing them, because of the shared magnetic circuits.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: neidich@interport.net (Michael Neidich)
Subject: FREE Zenith TransOceanic List
Message-ID: <199602020129.UAA09816@park.interport.net>

Request my handy list that give model numbers, chassis numbers, tubes, bands, etc.

Put FREE LIST in subject, or just reply to this listing.

I want to buy a 7000-2 for my own use. It's the 12 band transistorized model with tunable VHF bands. Thanks.

73,
K2ENN

"Yesterday is history, tomorrow's a mystery, today's a gift--that's why they call it the 'Present'"

Michael Neidich

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Andy Wallace <wallace@mc.com>
Subject: gently knocking the SP-600
Message-ID: <9602022149.AA09387@taku>

----- Begin Included Message -----

From: Michael.J.Knudsen@att.com
Subject: Re: HQ-150 Observations

Specifically, I must say that one drawback against the otherwise excellent SP-600 is its lack of bandspread dial scales. (Maybe the later -17 models have it??) The right-hand vernier dial gives you excellent resetability for logged stations, but you really can't read freqs in the HF bands to better than, say, 20 KC.

----- End Included Message -----

I agree with this. Now, I am prejudiced, my main station (ham, that is) is a lowly Drake 2-C which has readout to the kHz. My SP-600 is in pieces, some of which (knobs and tubes!) lurk somewhere in my parent's attic. But when the 600 WAS operational, I did think that the dial had a great feel but lousy readout. <grin> I was used to my HRO anyway, and had a frequency counter for it.

I just don't understand why the SP-600 was touted as a "laboratory grade" receiver. Maybe if all you did was find your oscillator's freq and listen to it....but I wouldn't set the 600 to a freq and expect to calibrate something to it.

I'm nowhere near my SP-hulk...did they even have a calibrator? I don't remember a knob for it!

73, and this is not a flame...just a nitpick

--Andy
wallace@mc.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: "Grant Youngman" <nq5t@gte.net>

Subject: Re: gently knocking the SP-600
Message-ID: <199602022337.RAA10596@uro.theporch.com>

> Specifically, I must say that one drawback against
> the otherwise excellent SP-600 is its lack of bandspread dial scales.
> (Maybe the later -17 models have it??) The right-hand vernier dial

Nope, they're all the same -- logging scale on the right side.

> I'm nowhere near my SP-hulk...did they even have
> a calibrator? I don't remember a knob for it!

It was an option. The calibrator mounted on the side of the turret assembly, next to the power transformer. A three position switch and faceplate was supplied as a replacement for the SEND/REC switch -- giving you SEND/CAL/REC.

Grant/NQ5T

Grant Youngman -- NQ5T
nq5t@gte.net

WANTED: Hammarlund SPC-10

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Jake Hellbach <kk5hy@accesscom.net>
Subject: Help on BC-455A
Message-ID: <199602020435.WAA28601@uro.theporch.com>

Hello to all,
I need the BFO transformer for a BC-455A, this rx is from 7-9 mhz.

Anyone have one to sell?

Thanks, Jake KK5HY

+++++

Email via: kk5hy@accesscom.net

AMI #832

Check out the Westside ARC Web page at:

<http://www.accesscom.net/~kk5hy>

Now updated with boatanchor links

+++++

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: SKIPPERM@MTC1.MID.TEC.SC.US
Subject: HQ-145
Message-ID: <960202075509.20a00770@MTC1.MID.TEC.SC.US>

If you read 200Hz on the plate of each tube, you may have a bad filter in the power supply. You may want to recheck this frequency. If you have a full wave rectifier the output frequency is 120Hz. I don't remember ever seeing a parasitic oscillation of this low a frequency. I vote for a bad filter cap.

regards
Skip
email skipperm@mtc.mid.tec.sc.us

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: HQ-145
Message-ID: <199602021701.LAA05933@zoom.bga.com>

As SKIPPERM@MTC1.MID.TEC.SC.US said

>
> If you read 200Hz on the plate of each tube, you may have a bad filter
> in the power supply. You may want to recheck this frequency. If you have
> a full wave rectifier the output frequency is 120Hz. I don't remember
> ever seeing a parasitic oscillation of this low a frequency. I vote for
> a bad filter cap.

>
I had a parasitic at something like this frequency in a radio with a 4-6V6 push-pull parallel output amp. Traced to an unsoldered connection in a parasitic suppression network. The set had been built that way, and had the problem as an intermittent for over forty years.

You can get parasitics at any frequency, from subsonic (motorboating) to VHF and maybe above in a plain vanilla radio. On a scope, these can appear as waves of various shapes, and be modulated, which can produce audio frequency noises.

One key point in diagnosing the problem in this HQ-145 is that the problem gets worse as the AF gain is turned down. While assuring that the internal power supplies are clean is always the first order of business when bringing a box back to life, the description of this problem sounds as though there is a parasitic driving the output tube to full output, which will cause shake rattle and roll on the B+ line.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Henry van Cleef <vancleef@bga.com>
Subject: Re: HQ-150 Observations
Message-ID: <199602022027.0AA18386@jake.bga.com>

Hi Roger:

While you sent this to me as private mail, I'm answering it to the Boatanchor list, as I think others may want to comment. I'm quoting much of what you said, assuming that there's nothing in it that you would want to consider "personal and confidential." I will also admit be being very prejudiced in my choice of receivers, as well as somewhat unfamiliar with some you mention.

As Roger W. Stevens said

>
> I couldn't help but notice up on the BA list that you mention having an
> HQ-150. I'm considering one with a matching speaker locally here in
> the Philadelphia area. My experience with Hammarlunds is
> considerable, but only on one model--the HQ-129-X, which was my first
> receiver back in 1965 (cost me \$65 used from AES mailorder). I cut
> my modification teeth on it, and eventually sold it. I'm looking for
> a good low-band hf receiver with excellent AM reception quality to
> match up with my Valiant and (when I get it running again) my Viking
> 500. Right now, an SX-71 is handling the chores (until I can get my
> 75A3 back on line). But I miss that Hammarlund look and feel.
>
> Would you mind just random associating for a few paragraphs and give
> me your impressions as an HQ-150 owner? Other receivers in
> contention are an SX-100 MkII, an SP-600 JX-17, and an NC-303, only
> because they have surfaced while looking during the last month. I
> REALLY think I would prefer an NC-183-D, but am having a bear of a
> time finding one.
>
> Just thought you might have a few salient observations of which I
> should be aware (like drift?, mechanical stability?, audio quality?,
> etc., etc.).

>
I think I can sum up the HQ-150 vs. the 129X by saying that "if you liked the 129, you'll love the 150." These HQ's are in a series that began with the HQ-120, ran through the 129X, 140, and 150. They are

evolutionary in that order---the 140 had 7-pin miniature tubes and a separate local oscillator in place of the 6K8, and the 150 adds a built-in Q-multiplier and 100 Khz. crystal calibrator. My set is 100% original, an early set in the production run, with only a few tubes replaced. I got it from the original owner's son. It needed a serious alignment because the front end tweaks had been tweaked, and a few "screwed down tight." My feeling about the set as an SWL set runs about like this:

The configuration with three IF's, which means eight 455Khz. tuned circuits, is that the receiver is very selective, but is pretty tight on audio bandpass. The crystal filter is effective, and the Q-multiplier is an interesting toy, but I can't see that it adds much to things. The calibrator is a real plus, but the injection level is too high, and requires substantial RF gain reduction to use. Local oscillator stability? I've seen better, particularly in the amount of warm-up time needed for it so settle down (around an hour), and suspect that some attention to the components in the LO circuit might improve things. The one thing that I really don't like about the radio is the limited bandpass audio. There is no tone control, and there is a low-pass filter network in the audio voltage amplifier.

While I could make some modifications, I'm reluctant to change anything in a set that is as original as this one. While the schematic I have with the set shows a "graham cracker" all-in-one network in the AF voltage amplifier, the set was wired with individual discrete components.

The set was originally built with disk ceramic caps, which are a definite cut above the use of paper caps. The mechanical design of the tuning deck, as with the 129, is superb---the only competing sets that are as well built up front are some of the better Nationals.

Compared to the 129, use of a 6BA6 RF amplifier really boost the signal up above the noise, and the 6BE6-6C4 combo mixer-oscillator is a great improvement on the 129's 6K8.

On the other radios you mentioned, the SP-600 is a completely different radio. Double conversion, a much more complex drive mechanism, and a whole lot of things that go with a high-end comm set. The HQ-150 compared to it is a mid-price radio---bang for the buck, but limited bucks, limited bang. It's unfair to try to compare an HQ-150 and an SP-600 on equal terms. However, with an SP-600, you may face a bunch of work to put it in first-class condition.

I am very prejudiced when it comes to Hallicrafters. The SX-71 and SX-100 have their fans, but it's difficult to get around the amount of "dollar engineering" that went into them. Other than the SX-28 and

S-27/36 series sets, in which Hallicrafters reached for the stars, my feeling about Hallicrafters is that you get a flashy panel, but lots of tinfoil mechanicals, and circuits that would perform a lot better if they had National Co. or Millen coils and variable capacitors.

I've never worked with either an NC-183D or 303. The single-conversion 183 was a good set, but I think of "classical National Co." as the HRO and NC-100 and NC-200 sets with the sliding coil boxes.

Now that's a lot of prejudice, and I wouldn't want you to choose a radio on my comments. My favorite, as most readers of this group probably know, is the RME-45 that I rebuilt from bare chassis, complete with some mods of my own design.

--

Hank van Cleef vancleef@bga.com vancleef@tmn.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Michael.J.Knudsen@att.com
Subject: Re: HQ-150 Observations
Message-ID: <9602022118.AA11271@bock.ih.att.com>

I'd agree with Hank's comments re Hammarlunds and Hallicrafters and Nationals. Specifically, I must say that one drawback against the otherwise excellent SP-600 is its lack of bandspread dial scales. (Maybe the later -17 models have it??) The right-hand vernier dial gives you excellent resetability for logged stations, but you really can't read freqs in the HF bands to better than, say, 20 KC. The Ham and SWL bands are each only a few inches wide on the main dial. So while the SP-600 is one of the best feeling and greatest sounding rx, I wouldn't recommend it for Amateur operation.

Of course you could make up very precise calibration charts to map the vernier dial onto real freqs within a couple KC, for each band of interest. Real Nationalphiles do that already, eh?

Also, a few nites ago when Africa was just rolling in around 3250-3400 KC, I swapped my antenna feed around my better BAs. The SP600 just didn't pull in as well as the R390A or the RA-17. Your mileage may vary, but I have done a touchup alignment on the SP's front end.

Funny thing, the SP600 is very sensitive on 6 meters -- gets local electrical noise and cordless phones FB. 73, mike k w9nrd/ae

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Keith Heitzmann <kk5fe@accesscom.net>
Subject: Info needed on HX-11
Message-ID: <199602020530.XAA02739@uro.theporch.com>

Hi Gang,

If anyone has the operators manual / schematic for the Heathkit HX-11, I'd like to get a copy of it. Of course I would pay for copy's and mail.

Thanks in advance
Keith KK5FE

*****Keith Heitzmann*****
*****Covington, La.*****
*****Email: kk5fe@accesscom.net*****
Check out the Westside ARC Web page at:
****http://www.accesscom.net/~kk5hy****

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Cal Eustaquio <ceustaqu@farad.elee.calpoly.edu>
Subject: Re: Mic connex
Message-ID: <Pine.ULT.3.91.960202075508.13693C-100000@farad.elee.calpoly.edu>

To those of you who were interested in the mic connectors, here's the deal. The last quoted price of those two-prong mic connectors from Amphenol was (yikes) \$10 per. You may want to change your mind if you think this is too expensive. However, I will also try to research some other suppliers. Rumorville has it that lesser expensive connectors exists somewhere else. But tentatively, count this as the going price. Within the two weeks (starting next week), I will still be gathering up names and wants. I will repost to confirm the order and give you any changes should the price go up or down. I think this is a good opportunity to at least get one or two connectors regardless. How many times have you come up with a nice looking mic only to be confronted with no connectors to hook up the darn thing? Then, you have to pull one off your trusty D-104 to check the new one out? Maybe \$10 doesn't sound like a bad price for one after all. But I digress. Guy, let me know. Cal, N6KYR.

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: David Stinson <72227.1640@compuserve.com>
Subject: Re: Modification Dilemma

Message-ID: <960202031633_72227.1640_EHM168-1@CompuServe.COM>

> I have two vintage CE-20A transmitters in need
> of VFO's. I also have two 5.3-7.0 MHz ARC-5 transmitters in my possession
> which I have been intending to modify per Central Electronics' instructions
> for use as VFO's. What do you suppose I should do, Dave? Without VFO's the
> 20A's aren't of much use and I can't imagine anyone willing to pay shipping
> for the ARC-5's along with providing alternative suitably vintage VFO's.
> Maybe I should drop my plans for the VFO's and simply let the CE-20A's
> languish. Suggestions?

I think Don Merz hit it on the head. Swap the unmodified units for already modified ones, plus some cash to make it fair. I don't know anything about the CE modifications, but I'll bet I or someone else has 5.3-7.0 units previously modified that would fill the bill. If you'll let me know the details of the mods, I'll dig through my stuff and find a couple.

I'm willing to put out my time and money to help us *both* out. The CE-20A's are just as important to preserve. There's no need to kill unmodified Command sets to do it. Let's work together and all of us come out ahead.

73 DE Dave Stinson AB5S/7
72227.1640@compuserve.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Re: Modification Dilemma
Message-ID: <199602021447.IAA03155@dlep1.itg.ti.com>

OK Dave, perhaps I underestimated the demand for unmodified ARC-5's.

I'll be quite happy to swap the unmodified command sets for modified ones, so long as they're usable as VFO's and would look cosmetically FB after being modified as VFO's. Of course, I would also be quite happy to swap them for units already fully modified for use as VFO's for Central Electronics exciters. I believe the likelihood of the latter to be very slim, but if it exists I'll gladly bear the costs of the transaction.

Several variations of the CE-VFO modification exist depending upon the number of bands covered. The unit may have been modified for use as a CE-VFO without including all of the items listed below.

- Full modification includes a replacement dial with markings for the various ham bands.
- Front panel switch may be present to select the different bands. (Otherwise only 80 and 20 meter operation is possible.)
- Filament transformer bolted on to rear with power cord

- 1629 eye tube removed and VR-105 installed in its place
- Internal wiring extensively modified
- Only one 1625 tube used
- Multiple coils and capacitors may be present for multi-band operation
- Two coaxial cables connect to single octal plug to accomplish interface with the CE transmitter.
- Crystal converter may be added for 10 meter operation.

So, Dave if you or anyone else on BoatAnchors has ARC-5's that look something like this I'll be quite happy to swap my unmodified units for them.

Now for the truth in advertising:

BC-458A: This unit is complete and unmodified except it is lacking the small top cover for the 1625 plates. Black wrinkle finish is good except for a few small areas.

2nd unit, also black wrinkle, cover says T-20, unit is 5.3-7.0 MHz (Not sure that's the right cover.) Unit is unmodified but lacks the antenna connector (the original antenna connector hole is there, no modifications) and lacks all tubes and crystal except for 1629. Also missing a number of screws for cover and bottom plate. Paint is peeling in a number of places, but chassis and cover are undented. Also missing the 1625 top plate cover. I did a thorough check and the unit is complete otherwise. No internal mods!

So..., ARC-5 collectors, let me know.

At 10:16 PM 2/1/96 EST, Dave Stinson wrote:

```
>> I have two vintage CE-20A transmitters in need
>>of VFO's. I also have two 5.3-7.0 MHz ARC-5 transmitters in my possession
>>which I have been intending to modify per Central Electronics' instructions
>>for use as VFO's. What do you suppose I should do, Dave? Without VFO's the
>>20A's aren't of much use and I can't imagine anyone willing to pay shipping
>>for the ARC-5's along with providing alternative suitably vintage VFO's.
>>Maybe I should drop my plans for the VFO's and simply let the CE-20A's
>>languish. Suggestions?
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>about the CE modifications, but I'll bet I or someone else has 5.3-7.0
>units previously modified that would fill the bill. If you'll let me know the
>details of the mods, I'll dig through my stuff and find a couple.
>
>I'm willing to put out my time and money to help us *both* out.
>The CE-20A's are just as important to preserve. There's no need to kill
>unmodified Command sets to do it. Let's work together and all of us
>come out ahead.
```

Regards,

Bill Sorsby, N5BU

bill.sorsby@dlep1.itg.ti.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: David Stinson <72227.1640@compuserve.com>
Subject: Modification Dilemma
Message-ID: <960202145925_72227.1640_EHM96-3@CompuServe.COM>

((Sandy Blaize and I were writing each other, and I think
some of our remarks are fodder for list ruminations.
Sandy is quoted without permission; a sin for which
I may be justly castigated))

Dave,
I do hope you don't consider my messages about "modifications" as an
assault on you or the BA crowd. I still stick by my views. I would be the
LAST to destroy a pristine piece of surplus (but)....You must admit that
MOST of the units you see are dusty, grungy or have something broken
or missing. I can't see how anyone could...condemn modification to
these units. Especially to the SCR-274N/ARC-5 receivers/transmitters
that literally flooded the surplus market for years.

To regard ALL these units as 'untouchable' is sort of extreme....
Unfortunately, some of the "newbies" in the BA game, are being conned
into paying very high prices for a lot of things that really "inflated"
rather than (became) truly scarce.

I have been in the "surplus" BA game since 1950, and I can tell you I've
seen just about everything done that can be done to ex-GI gear. Some
of it enhances the 'utility' of the gear in question, some of it reduces it to
absolute junk. If I ever run into any really "mint" surplus...I'll give the
BA collector crowd first choice on it.
(small snip)

Good "collecting" and 73,
Sandy W5TVW

Howdy, Sandy!
I didn't take it as an attack, and I hope you also know I wasn't attacking
you. We just have two different points of view, and there's still room
in this old world for both.

Actually, you might be surprised at how few of the Command sets
remain in unmodified condition. I got a lead on another RAT (very rare)
a few days ago. I checked it out and the poor thing had been hacked-up

beyond saving. Not even the dial had been spared as he'd tried to "bandsread" twenty meters on it. Naturally, it hadn't worked very well so now it's in his junk heap. I thought that I might at least salvage the IF and BFO coils, but he wanted a huge price and wouldn't come off it. I had to let that one go. That's the kind of poorly thought-out chop job (which is the usual case, by the way), that most concerns me. The destruction of an historic artifact to try and make a formula-one racer out of a model-T Ford.

You're absolutely right about young newbies being bilked by greedy dealers, and not just in the ARC-5s. There's been a recent small resurgence in interest in the Command sets and some people are trying to retire early (No one on this list is guilty that I know of). That's one reason I wrote the piece on prices for the common sets. Even though unchopped rigs are hard to find, prices are low because the demand is low. If they ever went through a mania like Collins, you'd see over \$100 as a "reasonable" price. After all, the KWM-2 bred like rabbits. There must be a gazillion of them around, yet look at the price a nice one fetches.

Interest in Bevis and Butthead far exceeds that in historical preservation, so you'll probably never see truly inflated prices for WW-II gear (except from the above-noted con men). That's fine with me. I'd rather not deal with the anonymous wasteoids wearing "B-17? Cool, dude" tee-shirts as this week's fad. Better the small cadre of souls who think a little deeper, look a little higher.

73 DE Dave Stinson AB5S/7
72227.1640@compuserve.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: dt@scotborders.co.uk (David Topham - Arts & Science)
Subject: Re: Modification Dilemma
Message-ID: <9602021532.AA27609@scotborders.co.uk>

Hi gang,

watching this thread just take a look at Pedro's re BC-348:

I just thik that I have an old, well constructed, in good condition radio

The front painel and Box are some risky but not mutch. It has no dial cover

and two tubes are missing and the power on switch is gone

Our dog, Mackenzie, is also in good condition.

He is 14 years old and stone deaf and he can't see very well. He has no teeth and insists on being disreputably scruffy whatever you do. Being a Yorkshire terrier he is so small and skinny it's difficult to see how he works at all.

My point is that there may be *mint* museum pieces and there may be *loved* mongrels too....

73, David GM3WKB dt@artscience.scotborders.co.uk

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: MODSTEPH@ACS.EKU.EDU
Subject: Re: Modification Dilemma (ARC-5 w/ CE 20A)
Message-ID: <01I0QIQVYYCY008948@ACS.EKU.EDU>

Remember that you can run the thing (CE 20A) on CW using crystals - don't know if that also applies to SSB (altho would expect not - heterodyne SSB to proper band, isn't it, working with 9 MHz VF0???)

But the 7 meg crystal should work fine on CW on 40 thru ten...

73, Al N5AIT

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: mburke@beast.sme.siemens.com (Michael Burke)
Subject: My nomination for "greatest boatanchor" appearing in a movie
Message-ID: <9602022005.AA21151@beast.sme.siemens.com>

Since someone recently opened the door to mentioning tubes and boatanchors in science fiction films (The Coneheads) I'm going to nominate "The Interociter" from the 1955 S.F. classic, "This Island Earth". If you haven't seen this one, it's worth a viewing. Here's the premise:

Humanoid aliens are secretly sceening and recruiting Earth scientists

Sad to say, the movie starts to go downhill from this point on. It's still worth watching though, if only for the first half hour, which really is quite accurate technically, a rarity for Hollywood! BTW, for any Mystery Science Theater 3000 fans out there, I believe this is the movie that's going to be skewered in the MST3000 feature film to be released this summer.

73s, Mike

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Michael.J.Knudsen@att.com
Subject: Re: My nomination for "greatest boatanchor" appearing in a movie

Message-ID: <9602022254.AA11392@bock.ih.att.com>

Oh yes, the Interocitor! I saw that flick as a kid when it first came out, and now have a (badly commercial-chopped) version on tape.

You mention the scene where the parts are all over the floor. Dr Meacham's assistant asks "Where do we start?" The handsome young PhD-EE points to one big-looking symbol on the schematic (the closeup shot is terrific -- really looks like a schematic, except none of the symbols makes Earthly sense) and announces firmly "We start -- HERE!" Really cracked up the audience, then and now.

When it's all built, and they switch it on, various red and orange glows come from points inside the grillework. Yep, the Metalunans are still usin' glowfets. 'Course this is VERY long-DX QSO-ing across the galaxy, so solly-state finals won't cut it.

After the first QSO with the aliens, the Interocitor goes into self-destruct. Dr Cal tries to save it by yanking the plug, but too late (sound familiar?). Flames spew out every grille and orifice, and it melts into a chunk of glowing clinkers. I still remember someone in the audience saying "that's waht ya get with Heathkit!"

Yes, do by all means see This Island Earth. And its twin, Forbidden Planet, with some pretty hefty tube & electromechanical hardware hidden underground -- more like Planet Anchor gear. 73, mike k w9nrd/ae

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: Re: New Boatanchor Magazine
Message-ID: <199602020455.UAA02230@hobbes.UCSC.EDU>

On Thu, 1 Feb 1996 12:37:41 -0600 (CST) Michael Burke wrote:
>Hey gang, check out the latest (Feb 96) issue of 'Antique Radio Classified'.
>It's got a Heathkit "Mohawk" on the cover, a review of Chuck Penson's book,
>'Heathkit: A Guide to Amateur Radio Products', and an article by Wayne
>Childress titled 'Communications Collecting - The New Wave' with lots of
>pictures of National gear. The magazine folks can be reached at
>

There goes the neighborhood!

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Peter Gerba <pgerba@crl.com>
Subject: parting-out Henry 2KW
Message-ID: <Pine.SUN.3.91.960202105022.19829A-100000@crl6.crl.com>

In the next weeks I'll be parting-out a Henry 2KW (NOT the Classic).

The cabinet is in good shape, but needs paint. The meters are sold. The tube sockets are sold. The balance is here. If your in a hurry for parts please look elsewhere; I own a small business and work a lot of hours. I will ship via the US postal service or Federal Express. I will not ship via UPS. If you want items shipped UPS I'm not your 2KW parts source. I will not have time to photograph, test (you test), paint match, ship in a special colored box etc. Shipping is expensive. If you would like the items insured please ask and it will be added to the cost. Anything left after requests are filled will be at the Foothill Swap in March.

Thanks, pete
pgerba@crl.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Michael.J.Knudsen@att.com
Subject: Re: Shattered ceramic wafer switches and adhesives
Message-ID: <9602012253.AA10606@bock.ih.att.com>

Uh-oh! Does this spell danger for the BAs and parts I have stored in my garage, which is heated only by what passes thru the wall it shares with the living room? Could the ceramics in my BAs crack from cold? I've already decided not to wind up the old Edison phonograph out there until it gets back above freezing.

Also, given that temps inside a car have such wild extremes, could cold be the reason Collins used cheap phenolic instead of ceramic switch wafers in the KWM-2? 73, mike k w9nrd/ae

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Michael.J.Knudsen@att.com
Subject: Re: Shattered ceramic wafer switches and adhesives
Message-ID: <9602022222.AA11360@bock.ih.att.com>

Years ago I found out why Duco is called the universal cement. It is equally poor at sticking to anything. Feels and smells good to work with, nice and sticky wghen wet. Once it dries, the pieces fall apart. Maybe it has to dry for a few weeks to get this brittle, but it will.
73, mike k w9nrd/ae

PS: Hank, you don't suppose a cherry bomb went off inside there? Can't imagein what else what fracture all around like that.

The tubes were OK?

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Paul.Schmitt@smtpgate.MSAnet.com
Subject: Should I fix my BA?
Message-ID: <9601028232.AA823282228@smtpgate.MSAnet.com>

My interest in ham radio is re-awaking after a 20 year hiatus. Unknown to me, my father has kept my old rig intact for all those years. He gave it to me when I told him that I was thinking of getting back on the air. The equipment is all Hallicrafters, a Model HT-32A transmitter and a SX-115 receiver. They show no rust or dirt on them. They look brand new.

I really liked this equipment when I was on the air. But my head is competing with my emotions about this equipment. So, my questions are:

1. Are they worth fixing? Or,
2. Should I sell them, as is, and get a more up to date rig?
3. Where can I get them repaired as I do not have any test equipment? How much will it cost? Or,
4. Can I repair them myself? Are there books to help me?

Any information will be appreciated.

Paul Schmitt WA3HZP
e-mail: Paul.Schmitt@smtpgate.MSAnet.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Jake Hellbach <kk5hy@accesscom.net>
Subject: Re: Should I fix my BA?
Message-ID: <199602021502.JAA19812@uro.theporch.com>

Paul,
My vote is for FIX IT!
You can get some great books to help you fix old radios, (part of what I look for at flea markets and ham-fests is old radio books, arrl manuals etc.) also if you post a problem on boatanchors you will get a wealth of help as well as schematics if needed.

73' Jake KK5HY

At 08:32 AM 2/2/96 -0600, you wrote:

>
> My interest in ham radio is re-awaking after a 20 year hiatus.
> Unknown to me, my father has kept my old rig intact for all those
> years. He gave it to me when I told him that I was thinking of
> getting back on the air. The equipment is all Hallicrafters, a
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> questions are:
>
> 1. Are they worth fixing? Or,
>
> 2. Should I sell them, as is, and get a more up to date rig?
>
> 3. Where can I get them repaired as I do not have any test
> equipment? How much will it cost? Or,
>
> 4. Can I repair them myself? Are there books to help me?
>
> Any information will be appreciated.
>
> Paul Schmitt WA3HZP
> e-mail: Paul.Schmitt@smtpgate.MSAnet.com
>
>
>

Email via: kk5hy@accesscom.net

AMI #832

Check out the Westside ARC Web page at:

<http://www.accesscom.net/~kk5hy>

Updated with Boatanchor links!!!!

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996

From: Bill Meara <w.meara@server1.codetel.net.do>

Subject: Re: Should I fix my BA?

Message-ID: <9602022302.AA02849@server1.codetel.net.do>

At 08:32 AM 2/2/96 -0600, Paul wrote:

>
> My interest in ham radio is re-awaking after a 20 year hiatus.
> Unknown to me, my father has kept my old rig intact for all those
> years. He gave it to me when I told him that I was thinking of
> getting back on the air. The equipment is all Hallicrafters, a
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> or dirt on them. They look brand new.
>
> I really liked this equipment when I was on the air. But my head
> is competing with my emotions about this equipment.

Paul: Fix up those old boatanchors! I had a very similar experience with my HT-37 and Drake 2-B! They too were dormant for a very long period. I had a blast putting them back on the air. I didn't even realize they were considered Boatanchors until I got on the air and found myself completely surrounded by Kenwoods! The good folks on the list will help you put the rig back on the air. You really don't need much in the way of test gear. Just refamiliarize yourself with the perils of high voltage, get the needed manuals (lots of sources for that) and you will soon be a proud Anchorologist, vibrating the ether with radios you have personally rejuvenated! 73 Bill N2CQR/HI8
74537.1100@compuserve.com

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: Pedro Duraes <pduraes@capela.eid.pt>
Subject: Thanks about BC 348 Stuff
Message-ID: <9602020923.AA29634@capela.eid.pt>

Hi Thomas and Ray

Man how you two help me.
You know I'm a novice in this restoration stuff and before I connect to Boatanchors mailing group I just think that I have an old, well constructed, in good condition radio that nobody in Portugal knows anything about it.
Know I feel I have in home an old piece of real Radio History=20
Man how I look at it in a different way

The radio is almost like new it has no dynamotor, it doesn't use it
The front panel and Box are some risky but not much
It has no dial cover and two tubes are missing and the power on switch is gone
And that's all now I'm gone to send some faxes to USA shops so I can get these items
And I=B4m thinking to get his TX mate=20

Man how do I change my thinking about this radio
And all thanks to you Ray L. Mote, to Thomas Bryan that in the moment send
to me the radio shematics
And all the good folks in Boatanchor mailing group

A BBIIGG THANKS TO YOU ALL AND MY BEST 73

Pedro M.C. Duraes CT1CAH

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: douga@rosevax.rosemount.com (Doug Arntson)
Subject: The HQ145X is Fixed !
Message-ID: <9602021559.AA00569@warthog.frco.com>

Howdy,

I fixed the dead Hammurland HQ145X. My special thanks to Hank van Cleef
for his guidance in troubleshooting techniques.

The 200Hz turned out to be all in the audio stage of the receiver.
When I initially checked out the AF amp, I had the feedback portion
disabled, which gave the illusion that the AF amp was indeed OK.

Using Hank's advice I isolated the problem to improper feedback. It
turns out when I replaced the audio xfmr, I had the polarity reversed
on its primary, causing the amplifier to oscillate. It was a silly
mistake on my part, but then I would not of learned anything if I'd
done it correctly from the start.

The receiver now works beautifully. All I have to do is mate it
with my DX-20 and get on the air using my old novice crytals.

Thanks,

Doug
WB0HRX
douga@rosemount.com

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: mburke@beast.sme.siemens.com (Michael Burke)
Subject: The Signal Corps in WWII
Message-ID: <9602021605.AA17784@beast.sme.siemens.com>

I've seen posts on this list about WWII, telegraphy training, and

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Andy Wallace <wallace@mc.com>
Subject: There Goes the BA Neighborhood
Message-ID: <9602022158.AA09403@taku>

Heck, that's nothing...wait'll PEOPLE magazine spotlights
NA4G's hartleys....or the Enquirer spotlights rumors
of command set hackers..... Tonight, on Hard
Copy, drifty S-38s!

I say, if it is radio, let's read it. I'm even thinking about
paying the extra for an import magazine called RADIO
BYGONES, for which I have the info filed deep
in the electronic pile here somewhere.....

What I don't want to read is some audio magazine saying you
should buy BAs for the tubes, and heave the rest.

--Andy
wallace@mc.com

P.S. I got a quick answer on the TR-4 question, apparently
none of the TRs did 160 until the TR-7. I assume this means
none have the accessory range ability that the separates
have. (There was a rare Fixed Frequency Adapter for the TR-4
though.)

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Andy Wallace <wallace@mc.com>
Subject: TR-4 on 160m? / CX operations Sunday
Message-ID: <9602022046.AA09285@taku>

Hi, All!

I don't have any references, and I don't own one.

Does the TR-4 or TR-3 cover 160m, or for that matter,
any "accessory" ranges? I keep passing these things by
at the fleas and as much as I like Drakes I have not
scrutinized them closely.

(Someone should write a Drake guide, or at least an
article. Do you realize there have been NO 4-line
articles in Electric Radio?)

Speaking of Drakes, unless I get something else cobbled up,
I will be using my 2-C/2-NT/2-CQ/MN-4C combination for
CW on the Classic Exchange this coming Sunday. Dunno
about freqs yet but I think I have crystals close to the approved
80/40 freqs.

73,
--Andy
wallace@mc.com
KA1GTT

Moe: What's a good word for 'scrutiny'?
Shemp: Scrutiny.

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: "Mark J. Blair" <mblair@gruumsh.irv.ca.us>
Subject: Re: TRW swap meet (So. Cal.)
Message-ID: <199602020250.SAA00481@gruumsh.irv.ca.us>

> I looked at the R-390 and R-390A mentioned by Jim N6SVS. There
> was a second R-390A with covers in the back of the guy's station

I also saw (and passed over) those units, but I picked up an R-392 for
\$100. It's insides are in great condition, and the outside is only a
little scuffed up. It came with a 28 VDC power supply module with a
cheesy mass of zip cord and electrical tape on top, which will run it
OK until I get a nicer supply (on the way from Ohio!). It works, but
has very low sensitivity. I have the manuals and will begin working on
it soon. I'd appreciate any advice anybody has to offer regarding
working on this radio, as it's much more complicated than any of the
boatanchors I have worked with before. I'm hoping it will just need a
realignment.

I met Richard VE6BSV, Ross VE6PDQ and Jim N6SVS for lunch after the
swap meet. A good time was had by all, and we all posed for pictures
with the R-392, both in and out of its case.

--
Mark J. Blair KE6MYK
e-mail: mblair@gruumsh.irv.ca.us

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996

From: robert fowle <hammarlund@voyager.net>
Subject: Want to buy: Signal magazine...
Message-ID: <199602021847.NAA11528@vixa.voyager.net>

Hi gang;

I'm looking for the July-August, 1953 issue of Signal magazine. If anyone has an original they'd like to sell or trade, please let me know.

Thanks for your time.

Robert Fowle
the HAMMARLUND historian
Ph. 517-789-6721
E-mail: Hammarlund@vixa.voyager.net
1215 Winifred
Jackson, Mich. 49202-1946

List of Hammarlund manuals available upon request.

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: haynes@cats.ucsc.edu (Jim Haynes)
Subject: What I meant about the neighborhood
Message-ID: <199602022220.OAA08036@hobbes.UCSC.EDU>

No, I wasn't flaming the idea of another magazine talking about boatanchors. I wasn't intending to flame at all, rather to make a wry comment about boatanchors and Antique Radio Classified (to which I subscribe, by the way).

It's just that ARC is the kind of magazine that caters to, among ther things, the kind of people who pay \$300 for a Western Electric tube, working or not, and who pay \$900 for a once-cheap radio in a Catalin case. And the people who build up big collections of stuff, not because they intend to use it, but for the sake of having a big collection of stuff.

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: Paul Christensen <PaulC@jax.se.continental.com>
Subject: RE: What I meant about the neighborhood
Message-ID: <3112BD22@se.continental.com>

>It's just that ARC is the kind of magazine that caters to, among ther
>things, the kind of people who pay \$300 for a Western Electric tube,
working
>or not, and who pay \$900 for a once-cheap radio in a Catalin case.

Yeah, there are a lot of folks out there with more money than brains. I

have , on occasion, gone off the deep end for something I just had to have and paid far too much for it. An example:

I'll pay your price for a Collins 30W transmitter in any condition.

-Paul, N9AZ

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: MIKE SANDERS <ks0f@basic.net>
Subject: Re: WTB: Potter and Bromfield LM-11
Message-ID: <199602012359.RAA08908@basic.net>

At 12:45 PM 2/1/96 -0600, you wrote:

>
>Looking for the PB LM-11 (as used in the PTT circuit of the Rangers). It
>is a DPDT relay with a 10Kohm coil for about 150 VDC. Anyone got one they
>one to part with? Cal, N6KYR. (Even a substitute will suffice).
>
> Greetings all, How about a valid current substitute number for this
no longer available relay. Source? Thanks, 73 de KS0F
ks0f@basic.net

From boatanchors@theporch.com Fri Feb 2 09:17:58 1996
From: "Walker, John" <WALKERJ@oltmp003.allied.com>
Subject: XFMR'S
Message-ID: <31114052@tmpgw951.allied.com>

Dear Boatanchorites,

A friend of mine is looking for a large UTC plate xfmr to build a power supply for a KW rig. The UTC number is LS185 or CG309. His name is Martin Piepenburg W0OLD, and his PH # is 219-542-2591. He is also looking for two to four good 805 tubes for use in a modulator. If anyone can help him out it would be much appreciated.

Tnx!

John H. Walker Jr. walkerj@oltmp003.allied.com
Midwest Vacuum Tube Museum

From boatanchors@theporch.com Fri Feb 2 19:46:52 1996
From: mburke@beast.sme.siemens.com (Michael Burke)
Subject: Yet another new "Boatanchor" magazine?!

